

# TRANS HALTED, OCEAN LINERS HELD UP, CITY TRAFFIC PARALYZED BY BLIZZARD

A COMPLETE NOVEL  
EACH WEEK  
THE EVENING WORLD

The

Evening

World.

FINAL  
EDITION. L

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## SEVEN BIG LINERS OVERDUE, WITH 4,000 PEOPLE ABOARD; NO VESSELS CAN LEAVE PORT

Blizzard Holds Ships at Sea  
and Even Wireless Fails to  
Reach Them.

THE BAY IS FREEZING UP.

Ferries Have to Smash Way  
Through Ice Packs Into  
Their Slips.

Not in years has shipping been so badly crippled. No ship ventured out. Nineteen big steamers were due to arrive. Of this number seven are regular ocean liners, carrying estimated at 4,000. Not a word has been heard from the liners.

In the big storm of two weeks ago some sort of communication was had with the overdue ships, but in the blizzard of to-day no connection has been established. The wires to the observation stations are down all along the coast. The liners due this morning are the White Star liner Celtic, Italian liner's Oceania, Anchor liner Calabria, Royal Dutch West Indies, Prinz Wilhelm V., Austro-American steamer Kaiser Franz Josef I., the Hamburg-American liner Cincinnati and the Cranston liner Principello.

The Atlantic Transport liner Minnetonka and the American liner Philadelphia, held out for hours, got into port this afternoon.

From all reports the blizzard is as bad, if not worse, at sea than inside. Warnings have been given to all craft to remain in port, and the warnings have been observed.

ICE IN BAY THICKEST SINCE BLIZZARD OF 1888.

In the bay, and along the rivers there were mantles of white. The ice has not been so thick since the great blizzard of 1888. The ice had been carried down the river by the bay, by the gentle flow of the water. The blizzard added new ice. It was washed about the bay in big cakes. The river craft, crowded with passengers, fought their way through the fields, which closed in again immediately in the wake of their propellers.

The ferry boats had the hardest time in making their way across the river that has been known in many years. Their paddles would land against the ice with grating force and the noise was not comforting to the crowds of passengers. The weather was thick. The snow was blinding and in addition a gray mist hung over the river. The boats were allowed down to half speed. The piers are stacked up with ice and slips are in like condition. Every ferry boat making its slip had to break the ice before a landing could be effected. The boats ran up against the jams, then backed out and made the rush again. This had to be repeated several times upon every arrival.

Old timers say that there is little hope for a clearing of bay, river and outside conditions for several days. In 1888 one could walk from Brooklyn to Manhattan. The walk may be repeated.

### RHODES SCHOLARS WIN FOUR EVENTS AT OXFORD.

LONDON, March 2.—Four victories were scored by Rhodes scholars at the Oxford University sports which were concluded to-day.

V. B. Havens of New Jersey carried off the hundred yards flat in 10.14 seconds and the hurdle race in 16.5 seconds. N. E. Baker of the United States won the half-mile flat in 1.57.5 seconds. E. T. Adams of Texas was the winner of the putting the weight contest with a put of 31.5 feet.

### NO WALTHAM WATCH REVIEW.

High Court Refuses to Again Hear Appeal of Company.

WASHINGTON, March 2.—The Supreme Court to-day struck another blow at the price contract system when it refused to review an appeal by the Waltham Watch Company from a Federal Court decision in favor of Charles A. Keene, a New York jeweler, sued by the company for selling Waltham watches below the regular licensed "retail price" fixed by contract.

## MURPHY OUSTED AS STATE LEADER BY HIS OWN VOTE

Storm Keeps Up-State Members of State Committee  
Away, but There's No Hitch.

OSBORN NOW CHAIRMAN

Tammany, Controlling Big  
Majority of Those Present,  
Carries Out Glynn Plan.

Tammany Hall furnished most of the votes in the meeting of the State Democratic Committee at the Knickerbocker this afternoon at which Charles F. Murphy was formally de-throned as State leader and Gov. Glynn's choice, William Church Osborn, was chosen Chairman to succeed George M. Palmer of Schoharie. There were only thirty-six members of the committee present, all the far northern and western members being snow-bound, and Tammany Hall commanded the allegiance of a majority of those on hand.

Gov. Glynn's programme went through without a hitch. Charles F. Murphy was on hand by virtue of his membership in the committee, but he took no part in the proceedings beyond casting his vote to oust himself from the State leadership. The Tammany members of the committee, being trained politicians, entered into the new order of things with an appearance of enthusiasm and satisfaction and by reason of the fact that the chief anti-Tammany committee men were barred out of New York by snow, it was considerable of a Tammany occasion.

TAMMANY MEN HAVE A BIG MAJORITY.

The meeting could have been held at noon, the time originally set, for Murphy and McCooley had enough Manhattan, Brooklyn, Queens, Richmond, Westchester, Bronx and Hudson River County men on hand to furnish a quorum. But it was decided to wait for the up-State people and by 2.30 o'clock some of them had come in through the blizzard up the Hudson Valley.

Mr. Palmer called the meeting to order, explaining that its purpose was one of reorganization. The first business was the selection of three new members to fill vacancies. Thomas J. Drennan and Theodore E. Eppig of Brooklyn, recommended by John H. McCooley, were chosen to succeed James R. Regan and John T. Willoughby, deceased. Mark Goldberg, nominated by Thomas F. McAvoy, was elected to succeed Bart Dunn, whose resignation had previously been accepted.

The resignations of George M. Palmer, Chairman; John A. Mason, Secretary, and Arthur McLean, Treasurer of the committee, were accepted. Mr. Palmer sang a short well-rehearsed song, in which he called attention to the fact that under his chairmanship the party carried the State in a State and national election. He announced that Gov. Glynn will carry out the Democratic platform pledges and prophesied that the party will go to the polls stronger than ever next fall.

Mr. Osborn, in accepting the chair-

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## SNOW PLOW AND SHOVELLERS ON BROADWAY



THE SNOW PLOW ON BROADWAY. SCENE ON BROADWAY AT 107th STREET. ROAD AT 87th AND AVENUE.

## FEDERALS OFFER \$65,000 TO MATTY FOR THREE YEARS

Giant Pitcher, However, Signs  
Contract at Marlin with  
New York Nationals.

CHICAGO, March 2.—President J. A. Gilmore of the Federal League, to-day wired Christy Mathewson an offer of \$65,000 to manage a Federal League club for three years, and invited "Big Six" to meet him in New York on Thursday to consider the offer. Gilmore's telegram, addressed to Matty at the Giants' training camp at Marlin Springs, Tex., follows:

"Newspaper reports state you do not take Federal offer seriously. Get acquainted with Federal League officials and be convinced we are not fooling you. I will give you \$65,000 for three years' service as manager of a Federal club—\$15,000 in advance. If satisfactory, meet me Waldorf, New York, Thursday at my expense. Wire answer, Chicago."

Chicago Federal club headquarters announced to-day that ground will be broken at 10 A. M. to-morrow for the new Federal ball park here.

## ON TRIAL FOR MURDER, HE IS SHOT TO DEATH

ST. LOUIS, Mo., March 2.—Wesley ("Red") Simon, placed on trial here to-day for the murder of Emmett Carroll, was shot to death to-day as he was being taken to lunch, guarded by several officials.

It is reported that he was killed by

## "BAGMAN" FOWLER'S INDICTMENT UPSET.

Justice Davis Sustains a Demurrer  
to the Bill Returned Last  
October.

Supreme Court Justice Davis to-day sustained Martin W. Littleton's demurrer to the indictment found last October against Everett Fowler, charging him with extortion of \$250 from Seneca Hull, a State road contractor. Mr. Littleton had made the point that New York County had no jurisdiction in a crime alleged to have been committed in Onondago and Cortland Counties.

Justice Davis agreed with the lawyer that the fact that State Treasurer A. A. McLean had received a check for the sum and deposited it in a bank here did not constitute a part of the act of extortion on the part of the "Democratic State Committee's bagman."

District Attorney Whitman will appeal from the decision to have settled the right of the New York Grand Jury to exercise its powers on similar cases.

## STEAMSHIPS DUE TO-DAY.

Philadelphia, Southampton. 8 A. M.  
Calabria, Naples. 9 A. M.  
Kais. Franz Joseph, Patras. 10 A. M.  
Cincinnati, Palermo. 12 M.  
Caledonia, Glasgow. 1 P. M.

## Why Pay Graft?

It's a fallacious idea that a person must dig deep in his pocket to get ahead in this world.

Opportunities to work, hire, buy, sell, rent, learn, instruct, invest, secure capital, recover lost articles, etc., await World ad readers at every hand.

And you can get a fairly good idea of just what this means by the fact that there were printed

1,544,239/771,805

WORLD ADS LAST YEAR THE HERALD

The Morning World Costs but a Penny

and The Sunday World but Five Cents.

You Don't Have to Dig Very Deep!

## TRAINS ARE LOST IN SNOW DRIFTS; WIRES ARE DOWN

Leading Railroads Almost  
Completely Tied Up With  
No Relief in Sight.

The railroad tieup incident to the present storm is the worst in the city's history. Telegraph and telephone wires are down and, as a result, many trains are as completely lost as a ship at sea before the days of wireless. Hundreds of thousands of commuters were unable to reach the city.

The Twentieth Century, the New York Central's prize train, was last heard of passing Albany. It was creeping along and was expected to reach this city late this afternoon.

The Pennsylvania Limited, one of the Pennsylvania's finest trains, arrived at 12.18 o'clock, fifteen hours and eighteen minutes late. It had been stormbound east of Trenton. There were eighty passengers on board. They were greeted by frightened relatives, many of whom had waited at the Pennsylvania station here all night in hope that some word would come from the train. They reported that they had spent a comfortable night on the cars which were sufficiently warm and there was plenty of food.

Paul Sweet, a Pullman conductor, said the Congressional limited encountered a stalled passenger and a freight train at Monmouth Junction and the three trains were coupled together. Thus they tried to buck the drifts until the breaking of a coupling ended this effort to make headway.

Women passengers especially were terrified at the prospect of spending the night in the train, but card games were started and some persons read aloud from novels and magazines so that the fears of the timid were calmed and the night

(Continued on Second Page.)

## FIRE ALARM WIRES CRIPPLED ALL OVER THE GREATER CITY

Uneasy Feeling Among De-  
partment Heads and Extra  
Precautions Taken.

The storm completely crippled the fire alarm telegraph system throughout the city and the New York Fire Department faced a serious situation. Commissioner Adamson said this morning that scarcely a half dozen alarm boxes were working in Brooklyn and Queens, not a single one could be operated on Staten Island, while conditions in Manhattan and the Bronx are bad. Nothing like it has before been known.

In the face of the terrible conditions the city has been singularly fortunate. Between noon Sunday and 8 o'clock this morning there were only twenty-six fires in Manhattan when forty would be a usual minimum. The Bronx had only one small fire, while it is remarkable that Staten Island and Queens were not so fortunate, having twenty-two fires.

All-night duty was the lot of Commissioner Adamson and Chief John Kenyon and his aides, who felt greatly alarmed. All leaves of absence for firemen have been declared off, many are patrolling the streets on the lookout for fires and Police Commissioner McKay has ordered all policemen to be especially vigilant in reporting fires. Eighty extra horses were obtained by the Fire Department yesterday to help haul apparatus through the heavy snow drifts, and efforts were made, with little success, to get more to-day.

To-day Putnam Bates, the new chief of the fire alarm telegraph system, came into office, succeeding Leonard Day, to find his department demoralized.

Avoid Rheumatism and Kidney Trouble by Using POLY-URINOL. GET IT AT THE DRUG STORE. ASK YOUR PHARMACIAN.

## 12-INCH SNOWFALL TIES UP RAILROADS; MORE COLD COMING

Commuters Fail to Reach City When  
Train Service Stops—Storm Is  
Worst Since Fatal Snow of  
1888—Death List Large.

## CITY TRAFFIC IS PARALYZED; FIRE PERIL IS MENACING

Food and Milk Supplies Short and No  
Relief Is in Sight—Telephone, Tele-  
graph and Trolley Lines Crippled.

In the grip of a blizzard, the worst since the famous one of 1888, New York City is almost isolated from the rest of the world. The third and worst storm of the year was still pouring its tons of snow on an already partly buried city late this afternoon and the only hope of relief came in the Weather Bureau's prediction: "Clearing this afternoon and to-night—Tuesday fair—rising temperature—high north-west winds diminishing."

But until it stops snowing the city will be stormbound, for the Street Cleaning Department, though it does not admit it, has practically thrown up its hands. Supt. H. F. Gunther admitted that nothing could be done toward clearing the streets until the end of the snow, for the removal contractors have four hours in which to get to work after the conclusion of a storm. At present there are not more than one hundred trucks working in the whole city. At 3 o'clock the snowfall officially registered 12.1 inches.

A preliminary report of the Weather Bureau says that the storm extends from Eastport, Me., to Savannah, Ga., with a cold wave overspreading the Atlantic States as far South as Florida. Colder weather is reported for to-night, but relief will come to-morrow.

The wind, which blew eighty-four miles an hour last night, fell to forty-nine miles this morning. With it came a drop in temperature which brought increased hardship and suffering.

The entire city is in great danger of fire, the gravest peril it has ever experienced. In all Brooklyn and Queens only about half a dozen fire alarm boxes are in working order. None are working in Staten Island. In Manhattan and the Bronx more than two-thirds of the alarm boxes are crippled.

For the first time in the memory of those who tried to use the trains, the Pennsylvania system, as far as this city is concerned, is almost completely tied up.

The Erie, Lackawanna, Jersey Central, Lehigh and the Long Island are in as bad shape.

The Twentieth Century Limited, the New York Central's biggest train, was reported this afternoon as passing Albany. It was expected to arrive before night.

The Congressional Limited, one of the Pennsylvania's finest trains, arrived fifteen hours and eighteen minutes late at 12.18 o'clock. It had been stalled in a snow bank east of Trenton. Passengers reported that the cars had been comfortable.

The Lehigh Valley was the only road to get one of its big trains through in the morning, the Black Diamond arriving more than thirteen hours late, shortly after 8 o'clock.

Big trains on all the other lines were "lost," also, somewhere north, south, east or west of the city. Efforts to establish communication with them failed.

Trains are running far behind schedule on the New York Central and the New Haven, but even on these lines trains are "lost."

Telegraph and telephone wires have broken down and the city is almost shut off from communication with the outer world.

Nearly one hundred and fifty passengers spent all night in two Jersey Central trains no further from New York than Westfield, N. J. Poles and wires broken down by the storm had blocked the tracks. These were cleared at 8 o'clock this morning.

Seven big liners, with 4,000 passengers, which should have docked here,